THE PETROLEUM CONSPIRACY

A New Departure by Pennsylvania Oil Producers.

A PROTECTIVE ASSOCIATION PLAN

The Owners of Wells to Unite Under a Charter for Protection.

A GREAT CO-OPERATIVE SCHEME.

Dividing the Oil Regions Into Districts-All the Crude Material to Pass Into the Hands of and Be Sold by the Organization-Certificates and Drafts on Stock.

THE AGITATION IN NEW YORK.

PHILADELPHIA, March 16, 1872 A large meeting of oil producers, brokers and apitalists was held at the Continental Hall this rnoon to adopt means to successfully cope with formed compination in the interest of a dozen capitalists to control the oil market. The following is the

which, it is thought, will be able to hold its own against the combination that now controls the

PROGRAMME OF THE REFORMERS.

Pirst—The territory forming the Pennsylvania etroleum fields shall be divided into sixteen dissome convenient place and choose one or more, of to exceed five, men from their own number, prough whose hands they shall pledge themselves

through whose hands they shall piedge themselves to seit all their crude oil.

Third—It shall be the duty of these committeement to selt the crude oil coming into their hands—arst, to the local refiners, and, second, to the agents at the refiners located in distant cities, as may be designated by the Executive Committee, and, third, to such dealers, shippers and exporters as may be asmed by the Executive Committee; and it shall be asmed by the Executive Committee and to shall be asset of the Executive Committee fully posted as to what is being done in their respective districts with reference to the sale and removal of all crude oil.

Fourth—There shall be an Executive Committee, composed of the President and Directors of the Petroleum Protective Association, whose duty it shall be to meet from time to time and take all the necessary measures to fully carry out this plan in its details.

ans. —That for the purpose of paying the expenses

meeting.

Str.h—It shall be the especial duty of the Executive
Committee to take such measures as they may find
necessary to secure uniform mileage rates of reight
on all oil and merchandise of every kind to and
from the oil region, and employ all lawful measures
for the abolition of the railroad system of rebates or
drawheets.

do hereby agree to sell all my production of oil through or with the consent of the agents of the ective Association."

THE PROPOSED PETROLBUM ASSOCIATION. That an organization shall be immediately ormed for the exclusive purpose of advancing oney to producers upon their depositing the roper tank or pipe company receipts therefor with he organization or its agency; that the name of ciation; that its capital be \$1,000,000, with ish the objects of the organization: that its head posted at all powerful producing points; that it took shall be divided into shares of \$100 each, which tock shall be transferable only upon the books of th the Board of Directors. That the chairman of the general committee shall appoint one person in each of the sixteen broducing districts, who shall open books to receive subscriptions, and every producer be invited to subscribe to the capital stock of the

per invited to subscribe to the capital stock of the organization.

A CAPITAL OF A MILLION DOLLARS.

That when the sum of \$1,000,000 shall have been subscribed, and five per centum thereof paid to five trustees to be appointed by the chairman shall give notice of an election of officers, who shall be elected by the votes of the subscribers, each share being enutied to a vote. That said officers shall consist of a President, vice President and such a number of directors as shall give each district a fair representation; that the loard of Directors shall appoint some bank or banker in each district is co-operative agency, or, in the absence of a bank or bankers, such agency, or, in the absence of a bank or bankers, such agencies banker in each district is co-operative agency, or, in the absence of a bank or bankers, such agencies shall be established as shall be most convenient for the producer, which bank or agency shall, as necessary requires, by draft or otherwise, obtain its lunds from the headquarters of the company, and be held strictly accountable therefor.

PRODUCERS CAN DRAW ON OIL CERTIFICATES.

That every producer shall be entitled to go to his most convenient agency and deposit his certificate or receipt for oil, which shall be passed to his credit, and he shail receive such an advance thereon as the Board of Directors in their discretion shail deem prudent to make; that the association shall from time to time sell the oil belonging to it or held as security for advances overdue in such quantities and at such prices as tegitimate demand will justify, said prices to be daily telegraphed from headquarters to the several agencies; that every producer depositing oil in the hands of the association on which no advance is made may, it he so elect, have his oil held until such time as he shall direct its sale, and that the appropriation of oils sold from day to day shall be as follows:—

INTEREST AND COST TO PIRST PARTIES.

First, all oils ordered sold by its owners, and the balance pro rata on oils on which advances have been made and shall then be overdue. The association shall charge a reasonable rate of interest on all advances made, such interest to be used in deraying the expenses of the association, and the surplus, if any, shall be deciared as dividends upon the full paid stock; that any surplus stock remaining in the nands of the association shall be he property of the association until taken and paid for by some producer entitled thereto, but always at par. PRODUCERS CAN DRAW ON OIL CERTIFICATES,

A committee from this meeting will visit New York Monday and endeavor to secure the co-opera-tion of the New York oil men against the South Im-provement Company.

THE NEW YORK ASSOCIATION.

The committee appointed by the New York Petro teum Association to visit the oil regions returned yesterday atternoon to this city, having accomplished their mission. A HERALD reporter last evening called on Henry H. Rogers, chairman of the committee, to ascertain in a general way his opinions relatives to the troubles in the oil section, and the

following is a summary of what he stated:-We went out to the oil regions to find out the exact state of affairs there, so that we might be able to report to the association facts upon which a basis might be formed for action. The cause of the trouble lies between the producers and the Southern Improvement Company. This company got a charter from the Pennsylvania Legislature a year or so ago, and upon this commenced recently to work in carnest. What the charter allows them to do nobody knows; for they refuse to show it to any one or make its provisions public to the mercantile world. At all events, whatever it be, the Southern Improvement Company set to work and manipulated the three railroads running from the of regions-namely, the Erie, New York Central and Pennsylvania Central. It is said that the railroad officers, who are mostly Cleveland people, have been entirely in the control of the leaders of the Southern Improvement Company, who are also Cleveland men. The secret of the matter is that Cieveland wants to retain its menopoly of the oil trade. From the very beginning Cleveland and Plusburg have always had a leading interest in oil,

Philipper have always had a leading interest in oil, and now that in a fair race they must yield to competition, they have strained between the southers improvement Company is to aid and sustain Cleveland. As things have been going on it was meant that oil produced at the Creek should be sent to Cleveland for refining and after being sent back again be sold at a price at least equal to oil refined at the Creek. Hence, it may be seen at a glance how the railroad interest was necessary for the monopoly. Controlling as they do the three railroads, the monopolists have been able to control the price of oil and in controlling the price of oil have been enabled to become exclusive purchasers. If any producer dared to refuse to sen oil at the price named by the monopoly, he could not sell at all. If producers generally hitherto held out against the price

at all. This ditemma was brought about by the monopoly having control of the railroads. If the monopoly having control of the railroads. If the monopoly having control of the railroads. If the preducer to other buyers than the monopoly, so increase their rates that it was necessary or the producer to increase the price of oil. Hence the monopolists have been able to go into the market, fix the price, and even compel the producer to seil at a loss to himself. In response to allegations against them such as those stated, the monopolists affirm that their sole object has been to bring about a harmonious system of freight rates, and to this end only have they influenced the railroad people. The arswer to this, however, is that they persistently refuse to come to any settled rate; that they entire the come to any settled rate; that they resistently refuse to come to superior and the railroads could control their own roads without the Southern Improvement Compand, in fact, the senture region is unvided into district, each district having a committee of 1s own, subject to the General Executive Committee, and through these committees it is now proposed to beat the monopolists. Every producer has pledged himself to support the "Producers' Lindu," and each district committee has been instructed not, under any circumstances or for any price, to sell oil to the Southern Improvement Company or any of its agents. Already this resolve has come into effect, and during last week the monopolists were refused oil, and, even in one case, a contract previously made with them was broken by the producer. But this over the whole region, and is on the increase in bitterness. The producers can hold out against what they call "the enemy" for about four months, but they need the assistance of capitalists, and tims, to some extent, they have already got from the Eastern cities. Probably from the producer and tims, to some extent, they have already got from the Eastern cities. Probably from the will be regions. The probable that the product

SHIPPING NEWS

Almanae for New York-This Day

Sun rises...... 6 09 | Moon sets...morn 1 45

OCEAN STEAMERS.

DATES OF DEPARTURE PROM NEW YORK FOR THE MONTHS OF MARCH AND APRIL

Steamer.	Still.	Destination.	Office.
Wyoming. City of Limerick. C of Washington Europa. Ville de Paris. Minnesota. Atsantie. Liaho. Baltie. Pereire	Mar 21 Mar 23 Mar 23 Mar 27 Mar 30 Api 5 Api 6	Liverpool Giasgow Havre. Liverpool Liverpool Liverpool	15 Broadway. 15 Broadway. 7 Bowling Green 53 Broadway. 29 Broadway. 19 Broadway. 29 Broadway. 19 Broadway.

PORT OF NEW YORK, MARCH 16, 1872.

Steamship Regulator, Freeman, Wilmington, NC--Lorillard Steamship Co. Steamship Wyanoke, Couch, Richmond, &c--Old Domin-ion Steamship Co. Steamship Goo B Upton, Roberts, Norfolk, City Point and mship Cc. ship Geo B Upton, Roberts, Norfolk, City Point and ad—Washington & Co. ship Benefactor, Jones, Philadelphia—Lorillard Steamship Benefactor, Jones, Philacelphia—Lorillard teamship Co. Steamship Neutune, Baker, Boston—H F Dimock Steamship Acushnet, Rector, New Bedford—Ferguson &

ood Steamship Tillie, Deerinz, Providence—C H Mallory & Co. Ship Merom, Lowell, San Francisco—Geo D Sutton. Bark Ida Mathilda (NG), Gronow, Barcelona—Funch, Edye & Co.

Bark Maria (Greek), Candidi. Havana—Jas E Ward & Co.
Brig Rush, Evans, Succos Ayres—J Norton. Jr.
Schr J W Douge. Taylor, Hamilton, Bermuda—Darrell & Schr R A Ford (Br), Carpenter, St John, NB-P I Nevius & Sons. Schr Ada (Br), Belyea, St John, NB—Heney & Parker. Schr Mary E Fenwick, Dasey, Key West—Benner & Pincksey.

Schr Ann E Carll, Tyler, Jacksonville—Van Brnnt & Bro.

Schr Trade Wind, Fort, Richmond—Slaght & Petty.

Schr Flight, Chase, Cohasset Narrows—Fergison & Wood

Schr Hattie Coombs, Jameson, Providence—H P Brown

o. Steamer Frank, Pierce, Philadelpola, Steamer Vulcan, Wilcox, Philadelphia, Steamer Nevada, Grumiey, Philadelphia.

ARRIVALS.

REPORTED BY THE HERALD STEAM VACHTS. REPORTED BY THE HERALD STEAM YACHTS.

Steamship Columbia (Br), Mackay, Glasgow Feb 28, with make and 17 passengers, to Henderson Bros. First part of passage had strong, variable winds: latter part fresh wester; winds and head sea.

Steamship Ariadne, Doane, Galveston March 4. via Key West 9th, with midse and passengers, to C H Mallory & Co. Steamship Mejropolis, Castner, Wilmington, NC, 65 hours, with midse and passengers, to Lunt Bros.

Ship Tonbridge (Br), Pixzey, Shanghae, Oct 5, with teas to Helnemano, Payson & Morgan-vesset to C L Wright & Co. Passed Angier Nov 23, Cape of Good Hope Dec 31, 8t Helena Jan 12, crossed the Equator Jan 25 in lon 25; had fine trade winds up to lat 28; from thence a succession of N and NW gales; has been 28 days W of Bermuda, and 22 days N of Hatteras.

winds up to lat 28; from thence a succession of N and NW gales; has been 28 days W of Bermuda, and 22 days N of Hatteras.

Ship Aminta (Br), Meyler, Calcutta Nov 16 and Sand Heads 18, with mdse to S H Sparks. Experienced light southerly winds down the Bay of Bengal; crossed the equator in the indian Ocean, Dec 5, in lon 23 14 E; from thence light 8 and 8 W winds to lat 18; thence took S E trades in lat 12 66 S, ton 81 52 E, and carried them all the way through; passed the capacity of Good Hope Jan 10; St Helena Jan 19; crossed the capacity, in the Atlantic, Feb 5, in lon 33 W; had fresh N E trades and moderate weather up to Cape Hatteras, from thence a succession of gales. March 1, lat 24 M, ion 72 52 W, experienced a severe hurricane, commencing at NE, veering around to 88W and NW, lasting 15 hours, burometer at the time down to 33 90; lost quarter boats and stove buwarks. From thence to the 5th had a succession of NW gales. On the 8th was 390 miles turther SE than we were on the 1st. Received a pitot 15th inst from boat Isaac Webb, No 8; Jan 3, lat 33 51 8; lon 33 15 E, spoke ship Ring Arthur (Br), from Calcutta for New York. The Aminta is anchored outside the bar.

Bark Minnie, Graham (Br), Veal, Takow, Nov 5, with sugar, to Dahney, Morgan & Co.; vessel to Morewood & Co; passed Angier Nov 39, Cape of Good Hope Jan 7, 8t Helena Jau 18; crossed the Equator Feb 2, in lon 36 52; had fine NE trades to lat 20, lon 60, from thence strong N aad NW winds; has been 9 days N of Hatteras; March 12, lat 36 59, lon 74 22, passed a ship's boat full of water; she was painted green, inside and out; Feb 27, lat 25 57, lon 70, spoke schr Francia, from Baltimore for Massau.

Bark March 12, lat 23 30, lon 72, bark R P Beck, from Pertin Laus for Liverpool, 10 days out; seme time, schront Barts (March 12, lat 38 59, lon 74 12, passed a ship's boat full of water; she was painted green, inside and out; Feb 27, lat 25 57, lon 70, spoke schr Francia, from Baltimore for Massau.

Bark Carrier Dove (Br), Saunders, Matanzas, 16 days, with

with heavy NK and NW gales. 7th inst, lat 33 I7, ion 74 55, spoke bark Clottlad, from Clentuages for Portland, 15 days out.

Bark Carrier Dove (Br.), Saunders, Matanzas, 16 days, with sugar, to order—vessel to 6 S Cook & Co. Rad fine weather up to Hatteras; From thence, 8 days, with heavy N and NW gales; 12th inst, lat 57 60, ion 74 W, had a severe hurricame from N o NE, lasting 12 hours; sustained no damage; same time saw a such to windward unquer a balance reef mainstail making a saw a substance of the same time saw a such to windward unquer a balance reef mainstail making a saw a substance in the saw as the saw a substance in the saw as the saw a substance in the saw as the saw a substance of the saw as the saw in the saw in

of provisions transferred four of the Thomas Dallett's crew on board of her.

Brig Isabella (Br), Morgan, Lacuayra Feo 6, via Porto Cabello 19th, with coffee, to Ribon & Munos. 2d inst, off Hatteras, had a furious gale from NW, heaving the vessel on her beam ends, in which condition she lay ten hours; had heavy gales, with low barometer, for the last 20 days.

Brig Francis Lewey, Lewey, New Orleans, 19 days with mose, to N Is Brigham. Vessel to J D Fish, has been 7 days north of Hatteras, with strong gales from NW.

Schr Georgietta (of Elisworth, Maine), Lord, Chiltenec, Mex, 25 days, with mabogany to Borland, Dearborn & Co. Mas been 15 dars north of Hatteras, with heavy N and NW gales; off Hatteras passed a quantity of lumber.

Schr Matilida (Br), Oisen, Carthagena vis Colon, Feb 1, with mose to Rubon & Munoz. Feb 1, had the wind NNE and NR days; rounded Cape Hatteras 25th, after which had the wind NW; 3d inst, had a hurricane, beginning from the NE and working round with the sun, blowing furiously all the time until 11:30 PM, when it broke; the following two days light wind, but a terride sea arising from the hirricane; since then have experienced a succession of gales from the NE, which carried us down the Gulf to lon 67 30; March 12, took a gale from the NE; 15th, took a pilot off Barnegat from boat W Elewid, No 7, from whom we received a small supply of provinous.

Schr Ed Porter of Provincetown), Sparks, Carthagena 27 days, with hides, coffee. Ac, to D de Castro & to; vessel to Brett, Son & Co. Had line weather up to lat 30; from thence strong N and NW gales: was 7 days north of Hatteras.

Schr Edeneral Putman, Jordan, Old Providence, 25 days, with ecocanust, to Joseph Enesa. Had heavy N and NW gales most of the passage; has been 6 days north of Hatteras, on the morning of the 16th, at 1 AM, went ashore on Sandy thook, and was hauled off at 11 PM same day by the Coast.

Passed Through Hell Gate.

Schr Mall, Mead, Greenwich for New York, with stone to r James Gallagner, Conne, ir Herbert Manton, —. amer United States, Davis, Fall River for New York, amer United States, Davis,

Steamstr United States, Davis, Fall River for New York, with midse and passengers.

BOUND EAST.

Steamship Neutune. Baker. New York for Boston.

Steamship Acusinet. Rector, New York for New Bedford.

Brig Belle Walters, Waiters, New York for Annapolis, NS.

Brig John Baich, Hodgdon, New York for St Johns, NF.

Schr Mary Tice, Dunham, Fort Johnson for New Haven.

Schr Mary Tice, Dunham, Fort Johnson for Harwich.

Schr Eliza Pharo, Sherman. Elizabethport for Prawincket.

Schr John Rumsey, Browne, Elizabethport for Providence.

Schr Mary, Forest, New York for New Haven.

Schr Bars State, Gates, Port Johnson for Somerset.

Schr J H Youmans, Cook, Elizabethport for Providence.

Schr J H Youmans, Cook, Elizabethport for Pavincket.

Schr J H Youmans, Cook, Elizabethport for New Bedford.

Schr Elm City, Kidd, Hoboken for New Haven.

Schr Her Prescott, Merriman, Port Johnson for Portland.

Schr Bida Peck, Avery, New York for New London.

Schr Glara Post, Ferris, Hoboken for Port Chester.

Schr Clara Post, Ferris, Hoboken for Port Chester.

Schr Elms Runyon, Campbell, Wechawken for New Haven.

Schr Boseph Marsh, Christopher, Wechawken for New Haven.

Schr Boseph Marsh, Christopher, Wechawken for New Haven.

ord.
Schr Dari, Williams. New York for Stamford.
Schr Salile Burton, Palmer, New York for Stamford.
Schr G W Purnell, Provost, New York for Stamford.
Schr Lady Ellen, Sommers. Philadelphia for Providence.
Schr Cordelia Newton, Crawford, Port Jonsson for Provi

lence.

Schr Blackstone. Wickson, New York for Providence.

Schr Maris Flemming, Williams, Amboy for Norwich.

Schr Hattie M Hawes, Hawses, Invoken for Providence.

Schr N & H dould, Baker, Port Johnson for Providence.

Schr Enka, Knowles, Port Johnson for Providence.

Schr Enka, Crockett, Elizabethport for Providence.

Schr John Lancaster, Williams, Port Johnson for Providence.

Genez.
Sohr Josephine, Caswell, Elizabethport for Narrsgansett.
Sohr Loon, Johnson, Elizabethport for New Haven.
Sohr Loon, Johnson, Elizabethport for New Haven.
Sohr C B Jones, Smith, New York for Gloucester.
Sohr Huntress, Sprague, New York for Gloucester.
Sohr Huntress, Sprague, New York for Gloucester.
Sohr R Rorel Jane, Smith, Port Johnson for Providence.
Sohr M R Carlies, Northup, Port Johnson for Frovidence.
Sohr M R Ford (Br), Carpenter, New York for St Johns.
Sohr New Regnius, Hallock, Fort Johnson for New Haven
Sohr G M Porter, Allen, Port Johnson for Lwnn.
Sohr G M Porter, Allen, Port Johnson for Lvnn.
Sohr Hamhali, Hamilton, Elizabethport for Providence.
Sohr Amelia, Chase, New York for Providence.
Sohr J M (Eloskey, Crowell, Port Johnson for Hingham.
Sohr Ewelyn, Burner, New York for Namford, Sohr Sohr Johnson for Lingham.
Sohr B H Warford, Sprague, Titten of Grandence.
Sohr John D Brock, Wilson, New York for New Haven.
Sohr Hattie S (Gilins, Hill, Port Johnson for Isonington.
Sohr Phanes, Hill, New York for Fall River,
Sohr Albert Jameson, Handy, New York for Boston.
Sohr B Frowne, Gendey, New York for Pembroke.
Sohr John B Frowne, Gendey, New York for Pembroke.
Sohr John, Flewelling, New York for Si John.
Sohr Bratter, Schammer Usprey, Kenny, New York for Pall River.
Sohr Lothalr, Flewelling, New York for Fall River.
Sohr Borties, Seaman, Blzabethport for New Haven.

BELOW. Brig Hiram Abiff, Tibbetts, from Alligator River Feb 1.

SAILED.

Steamships City of New York, for Liverpool; Hermann, Bremen; Austraias, Giasgow; Clyde, Key West and Gaiveston; St Louis, New Orleans; E B Souder, do; Merceilla, Fernandina; San Saivador, Sawannah; Montgomery, do; Manhaitan, Charleston; Regulator, Wilmington, EC; Wyanoke, Richmond, &c; Geo B Upton, do; E C Knight, Georgetown, DC; Benefactor, Philadesphia.

The ships Enos Soule, and Aimbus, for San Francisco, are anchored at quarantine waiting for a favorable opportunity to proceed.

To the Mariner, no matter from what port he halls or where bound—whether navigating mid-ocean or entering home or toreign port—the Heraid Almanac will prove a safe home or loreign port—the Heraid Almanac will prove a safe and unerring guide to avoid all recently discovered and re-ported dangers. Under the head of "Mariner's Guide" is collated the "Notices to Mariners" issued during the year 1871 from the Trinity House, Admiraity, London; the Hy-drographic Office, Washington, and the various Navigation Boards throughout the world, specially published in the Heraid, from whose columns the "Guide" has been com-piled. The warnings, directions and information therein contained will make the Heraid Almanac almost as indispen-sable to the viiot and the mariner as the chart, the saxiant contained will make the Heraid Almanac almost as indispen-sable to the pilot and the mariner as the enart, the sextant and the compass. In addition to this invariable guide, and heading it in the order of its own peculiar usefulness, is given well cut disgrams of the weather signals adopted by the government at Washington for the benefit of our mer-chant marine and naval service, with explanations of the same. The information thus imparted renders the Heraid Almanac a necessity is the hands of mariners at sea, on river or lake embraced within the American Continent.

Steamship Pictou (Br), formerly the Fah-Kee, recently purchased by parties from the provinces, to run between Pictou and ports on the St Lawrence, was raised yesterday on the balance dock foot of Pike street for examination and

Bark Ilva, 263 tons, was lowered yesterday from the large dock adjoining, after patching metal and putting on now shoe. She was followed by sohr Index. now on for exami-nation and slight repairs.

lying at anotor in Newport outer harbor lith inst, was run into by schr Virginia, Bearse, and had main rieging carried away and rail stanctions and bulwarks cut down to plank-shear on starboard side. The Virginia received no damage.

SCHR WM D HILTON, Weaver, from New York for Balti-more, ran ashore on the shouls off the mouth of West River ou the afternoon of Sti mst; she was gotten off on the Sta by United States revenue cutter Bronx and towed to an an-chorage under Thomas? Point. SCHE GEN PUTNAM, from St Andrews, WI, with a cargo of coccanuis, went ashore Friday night on Sandy Hook. She lies well up on the beach. The Coast Wrecking Company have sent her assistance. pany have sent her assistance.

SCHR RIPPLE—The carpo of schr Ripple, before reported ashore at Southnocket, has all been landed in good condition. The vessel will probably be sold as sha hes on the beach with a part of her keel and rudder gone.

SCHR EURERA, Wallace, from Aux Cayes for New York, leaking, was spoken Feb 25, lat 23, lon 72. (See report of bark Mary Lowerison, under head of Arrivals, above.)

Spoken.

Ship Zimi (Br), from New Orleans for Liverpool, March 1, lat 33 30, lon 70 41.

Ship Nontgomery Castle (Br), from San Francisco for Liverpool, Feb 18, iat 11 N. lon 119 W.

Bark Ellen Dyer, from Baitumore for Sagua, Feb 24, no lat, &c.

Brig Angelia (of New York), from Matanzas for Philadelphia, March 6, lat 33 26, lon 75 14.

Schr Carrie Meivin, from Sagua for Philadelphia, March 13, lat 35, lon 73.

Foreign Ports.

BURNOS AYRES, Jan 18-Sailed, barks Philena, Chase, Boston; 22d, Tatay, Marse, do; La Piata, Crowell, do via BURNOS ARIES, ORI IS-CARRO, LARIES, LARIES, ORIGINAL BOSTON: 22d, Tatay, Marse, do; La Piata, Crowell, do via Montevideo.

In port Jan IS, barks Juan F Pierson (Arg.), Gould; Lord Clarendon (Br.), Lavender, and Wheatland, Bursley, for New York idg; Samuel K Spring, Small, and Archer, Moody, for Boston, do; brig John Sherwood, Berry, for do, do.

BARACOA, March 2—In port sehrs B E Fabens, and Israel Show, for New York.

CERU, Jan 18—In port ship Soutbern Cross, Hughes, for New York. Idg. eb 9—In port ships British Monarch (Br.)

Rows: Cumona (Br.), Brown; Weatherstield (Br.), Rayl: Jeypore (Br.), Wilson; Nagnore (Br.), Treveillek: Beloore (Br., Feson); Taber, Otts; Duleep Sinah (Br.), Wilsimms; Free Trade, Baker, and Frank N Thayer, Keazer, all for New York idg; Satta (Br., Thomas; Alaska, Humphrey; New Bra (Br.), Babson; National Eagle, Jordan, and Star of Hopo, Little, for Boston, do; Memnon, Baker, San Francisco; Whittier, Swap, for Bomoay idg; Aitee Buek, Snow, for Amsterdam, do; bark Lizzie H, Spring, for New York, do.

Proceeding down the river 9th, ships Cleopatra, Doane.

for amsterdam, do; bark lazzie H, spring, for New York, droceeding down the river 9th, ships Cleopatra, Doane, and Tecumseb, Bennett, for Dundee.

Went to sea from Saugor 3d, ships Cholulu (Br), Cox, for New York; 6th, City of Berlin (Br), Warden, do; 7th, Carrie Reed, Crowell, and Arethusa (Br), Lamont, do; Importer, Avery, Boston.

CAPR COAST, Africa, Feb 5—In port bark Wayfarer. Rogers, from Boston.

BERMUDA, March 8—In port schr Emeilne (Br), Horton, from St Marc for Hoston (see Disasters).

FOOCHOW, Jan 6—In port ship Chusan (Br), Roy, for New York. FOOGIOW, Jan 6-in port ship Chusan (Br.), Roy, for New York.

HONG KONG, Jan 18—Sailed, bark Emma Augusta, Gliman (from Foochow, having repaired), Shanghae: 23d, ship Camilla, Humphrey, San Francisco.

In port Jan 23, ships Ellen Munroe, Norcross, for New York Idg; Intrephd, Dunbar, for San Francisco, do; Jean Sands (Br.), Lefavour, une; barks Garibaidi, Noyes, from Portiand, O. arrived 23d; Pacific, Hammersone, for Callao, since reported put into Singapore).

Arrived Feb 23, Surprise, Ranlett, New York (and sailed 13th inst for ——).

HAVANA, March 15—Arrived, steamship Morro Castle, Curfis, New York via Nassau.

LONDONERRY, March 15—Arrived, steamship Trinacria (Br., Thomson, New York of Glasgow.

HALIFAX, March 14—Sailed, steamships India (Br.), Muuro (from Glasgow), New York; North American (Br., Miller (from Liverpool), Baltimore: Austrian (Br.), Brown (from Baltimore), Liverpool.

LAS PALMAS, Feb 20—In port brig E H Rich, Paine, from Fernandina.

MANILA, Jan 12—Sailed, ships Reivedere, Crowell, New Manila, Jan 12—Sailed, ships Reivedere, Crowell, New Fernandina. MANII.a. Jan 12—Salled, ships Reivedere, Crowell, New York or Boston; 18th, Templar, Fessenden, Cebu and Liver-York of Boston; 18th, Temptar, Fessenden, Cebu and Liverpool.

In port Jan 20, ships Highlander, Foster; Clytte (Br), Toogood, and Anahuac, Spaulding, for New York idg; Ceylon,
Woods, for Boston, do; Pudsey Dawson (Br), Cole, from
Probolingo for San Francisco, repg; barks Gemsbok, Hunker, from Hong Hong, arrived lbth, to load for New York;
Chatham (Br), Roe, for San Francisco Idg.
QUEENSTOWN, March 15—Arrived, steamship The Queen
(Br), Thomas, New York for Liverpool (and proceeded).

Also arrived 15th, steamships Wisconsin (Br), Freeman,
and Calabria (Br), McMickan, New York for Liverpool (and
proceeded). and Calabria (Br), McMickan, New York for Liverpool (and proceeded).

Arrived at do 16th, steamship City of Brooklyn, Tibbits, New York for Liverpool (and proceeded).

PERNAMBUGO, Fob 99—Arrived, achr A Richards, Reed, Satilla River, Ga; 16th, brig Nelise Antrim, Loud, New York.

Sailed 7th, barks Hazard, Rarsten, New York (with 5100 bags sugar); 10th, Chanticleer, for do.

RIO JANVIEO, Jan 3T—Sailed, brigs Frances Jane, Jones, Baitimore; Senorita, Young, do (latter has been reported sailed 25th).

In port Fab 6, brigs Brothers (Br), Vibert, and Woolton (Br), Green, for New York 1dg; Anna (Dan), Christenson, for Hampton Roads idg (with 3500 bags codee; Atlantic (NG), for United States (Atlantic or Guif port), do (6400 bags); and others.

ed, schra Eliaha Crowell, McDonald, and Carrie

mer. Plummer, Darlen, Ga.
Sailed, schr Dictator, Kellev, Virginia, schr Richard S Newcomb, Higgins, do; schr Frances C Smith, Enos, New York;
schr Ontario. Barber, do; schr Louisa Walsh, Kelley, do;
schr Idas S Burgess, Ottreell, Orient, L I, to load for Savannah.
ROCKLAND, March 3—Arrived, brig Selma, Richardson,
Savannah for St Juhn, NB.
Sailed Illt, sghrs Grace Girdler, Smith, Wilmington, NC;

Savannah for St John, NB.

Savannah for St John, NB.

All the Sarks of Grace Girdler, Smith, Wilmington, NC;

All the Cakes, Pflisbury, New York,

SAN PEANCISCO, March 6—Arrived, ship Cape Clear

(Br), Landsborough, Glasgow,

Sailed, Ship Queen of the East, Stoddard, Newcastle,

NSW; bark Arthur Pardew (Br), Jacks, Calino; Harrington

(Br), McKenzie, Queenstown,

Tth.—Sailed, ship John Lidgett (Br), Polsen, Manila,

8th—Cleared, ship Prima Donna, Lunt, Newcastle, NSW;

barks Sonoma, Howes, do; Auruste (Fr), Bernard, Burrard

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MISCELLANEOUS.

A CARD FROM E. H. ELIAS.

A CARD FROM E. H. ELIAS.

I cannot account for the malicious attacks on me in the daily Tribune in any other way than this:—I am an extensive advertiser, but do not patronize that paper, hence their animosity. My reason for not patronizine that paper, hence their animosity. My reason for not patronizine the Tribune is too small to justify me in doing so, and I do not propose to be blackmalled in the matter. In reply to the calumnles that have recently appeared in that sheet I denounce them as unqualifiedly false. I have deposited in the hands of Waiter E. Smith, Eng., the well-known Counseitor-at-Law, 26 Broad aircet, \$50,000, and if any person connected with the Tribune can pro-use any man, woman o-child whom I have swindled and will prove it, I will forfeit in each and every case \$1,000 to any charitable institution in New York or elsewhere that may be named by the Hon. Horace Greeley, this over the main open for one week.

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THE PAILURE OF THE GREAT GENEVA WATCHES THE PAILURE OF THE GREAT GENEVA WATCHE STOCK OF WATCHES IN THIS COUNTRY.

HAS CAUSED THE SACRIFICE OF THIS IMMENSE STOCK OF WATCHES IN THIS COUNTRY.

The managers of the company in Switzerland delegraphed to the managers of the company in Switzerland delegraphed.

MISCELLANEOUS.

of the saleamen employed at the Bankrupt Sale of THE GREAT GENEVA WATCH COMPANY, 763 irroadway. The following named persons have been duy sworn before THOS, P. OKIE, Notary Public. I have been a salesman at the GENEVA WATCH Store since the opening, and have bad seventien years' experience in the jeweiry business. I state under oath that every watch sold by me at that establishment was solid gold or silver.

cold or silver.

S. FRIEND, J.E.

I understand all kinds of watenes and have had five years'
experience. I state, under oath, that all the watenes sold by
me at the sale of THE GENEVA WATCH OO, were solid
relief. THOMAS HOAG.

H. B. BAILEY.

Ten years' experience in the business and selling of watchenables me to detect an imitation from a genuine watch Every watch sold by me at 763 Broadway has been sold got or silver.

WILLIAM H. BUCK. Every watch sold by me at 765 Broadway Milliam H. BUCK. or siver.

I have spent fifteen years of my life in the selling and buying of watches, and state under oath that every watch sold by me at the bankrupt sale of the GENEVA WATCH CO. CHARLES ROULINSON.

I have been employed for ten years in various stores, buying and selling watches, and state, under oath, that all the watches sold by me at 763 Broadway, were gold or silver.

CHAS. W. HYATT.

UHAD. WATCH COMI have been employed at THE GENEVA WATCH COMPANY'S store, 783 Broadway, since the opening, and state,
under oath, that every watch sold by me at this place was
solid gold or silver. I have had twelve years' experience in
selling and buying watches, and consider myself a judge.
FRANK E. FELTER.

there was sold gold and silver. C. DE GUILFELDT.

I have been handling and trading in watches for four years, and am now employed at 768 Broadway, and I state, under oath, that every watch I have sold there is either gold or siver.

ALFRED GARRETT.

I state, under oath, that I am employed at the store of THE GREAT GENEVA WATCH COMPANY, and have sold gold and silver watches only since there. I have had nine years' experience in the business, and could not be deceived.

Six years in the watch and lewelry business is sufficient to become thoroughly bosted, and as I am now employed by the Agents of the GREAT GENETA WATCH COMPANY, I do hereby state, under oath, that all the watches that I have sold there have been either sold gold or silver.

BERNARD HAMBERGER.

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